



Dar Al-Handasah Consultants
(Shair and Partners)

in Joint Venture



National Engineering Services
Pakistan (Pvt.) Limited

P21161/A/L0004-22

7th January 2022

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Project Director (Karachi Mobility Project)
Sindh Mass Transit Authority,
Transport & Mass Transit Department, Government of Sindh
House # D-43; Block 2; Scheme No. 5; Kehkashan, Clifton, Karachi, Pakistan

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Project: Consulting Services for Preparation of Detailed Design, Procurement Support and Construction Supervision for Karachi Mobility Project (Yellow BRT)

Subject: Meeting with SMTA & Logit for ODBM Report dated 19-11-2021 – Minutes of Meeting

Dear Sir,

With reference to the Technical Coordination meeting held between SMTA, the JV Consultants and Logit / Exponent Engineers Consultants on 19/11/2021 pertaining to the latest received version of the ODBM Report – November 2020, we are pleased to include herewith, for your kind record, a copy of the final Minutes of Meeting "MOM".

Yours faithfully

For the JV of Dar Al-Handasah (Shair & Partners) and Nespak Pvt Ltd.

Rabah Ait-Ali,
Authorized Representative

Copy to:

- Managing Director, SMTA, GoS, Karachi
- Director Infrastructure, SMTA, GoS, Karachi

RECEIVED
SMTA-TMTD
Dairy No: 1570
Dated: 10-01-2022

Manama

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Minutes of meeting

Karachi Mobility Project

Subject: **Yellow Bus Rapid Transit:** Coordination meeting with SMTA, JV Consultants and Logit & Exponent Consultants for ODBM Report and Transport Model

Date: 19/11/2021

Location: Sindh Mass Transit Authority Offices /

Present: Mr. Muhammad Yousuf Mounair – SMTA (Director of Infrastructure)

SMTA Engineers

Mr. Ali Abbany – DAR and NESPAK JV (Project Director) – Conference Call

Mr. Bahjat Ghandour - DAR and NESPAK JV (Team Leader) – Conference Call

Mr. Mohamed Abd Elaziz – DAR and NESPAK JV (Deputy Team Leader)

Mr. Rehan Zamin – DAR and NESPAK JV (Project Manager)

Dr. Hicham Akkawi – DAR and NESPAK JV (Transportation Specialist) - Conference Call

Mr. Antonio Gobbo – DAR and NESPAK JV (BRT Specialist) - Conference Call

Mr. Abdel Rahman Samaha - (Transportation Engineer) - Conference Call

Logit Engineers - Conference Call

Mr. Ashar H. Lodi – (Exponent Engineers (Pvt.) Limited) - Director

Mr. Mubashir Moin, Exponent Engineers – Conference Call

Copies to: Mr. Imran Bhatti – SMTA (Project Director / Managing Director)

Ref.	Items discussed	For action by
1.	The meeting was held among Sindh Mass Transit Authority – SMTA (Client), the Consultants Dar Al-Handasah and NESPAK (JV) of the Yellow BRT Line Project, and Logit / Exponent Engineers Consultants to coordinate and discuss the JV consultant findings about the latest received ODBM Report – November 2020 and the Transport Model.	Info.
2.	The JV confirmed that the provided responses (attached to the MOM) from Logit / Exponent Engineers Consultants on the technical queries raised by the JV clarified most of the raised queries. However, some queries still need further clarifications and have been discussed during the meeting. A copy of the presentation slides with the JV queries are attached to the MOM.	INFO
3.	The JV clarified that the received ODBM report does not specify the distribution of the passenger transfer number between the main corridor and the different feeder routes at each Station, as included in slide 8 (Query # 6) in document presented during the	LOGIT

Minutes of meeting

Ref.	Items discussed	For action by
	meeting where the 1st table (Table 4.4 extracted from ODBM Report dated November 2020) shows the YL stations and the Transfer Lines serving these stations.”.	
	LOGIT Modeller agreed to provide the passenger transfer numbers between the lines at the YL stations.	
4.	The JV enquired about the design Year of the received Transport Model.	Info.
	LOGIT Modeller confirmed that Transport Model is for year 2017.	
5.	The JV enquired about the AADT Growth factor, currently a 2.5% growth per year is being adopted.	LOGIT
	LOGIT Modeller will check and advise.	
6.	The JV highlighted that the latest ODBM Report of November 2020 includes only 24 Stations, instead of 28 Station included in the previous version of the report (April 2019). Logit confirmed that the 24 Stations is the latest number of stations based on the discussion done during the study time with different stakeholders back in the year 2019.	
	The JV stated that the change they have noticed are the following: <ol style="list-style-type: none"> 1. Four groups of each 2 stations (total 8 stations) have been compiled into one station (total 4 stations). 2. Additional station located at the FTC interchange, which is geometrically not possible. 	Info.
7.	The JV highlighted that, although the number of the stations and their locations have been changed from the old ODBM report dated April, 2019, the Boarding, Alighting and Transfer data are the same in the two reports.	
	The JV asked Logit Modeller to provide and confirm the Boarding, Alighting and Transfer Data shown in the recently received ODBM Report dated November 2020, refer to slide 8 (Query # 6) in attached document presented during the meeting where the 2nd table shows the data received.	LOGIT
	LOGIT Modeller agreed to provide the same.	
8.	The JV asked for details on the O/D pairs and assumptions that oriented the structuring design of the feeder and direct Lines, mentioning particularly the case of YL Direct-04 and Direct-05 lines and corresponding stations as displayed in the Nov 2020 version of the ODBM report. JV also questioned the existence of a true travel desire across the corridor that justifies the north-south transposition of the main trunk alignment.	Info.
	LOGIT Modeller explained that some of the decisions on the selection of the final	

Minutes of meeting

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	alignment of the feeder lines were made on strategic level by the client, aiming for local development targets. They also mentioned that the selection of 9m buses for feeder services within the fleet composition model was meant to attend to geometric constraints.	
9.	<p>The JV asked for the original O/D matrix to better understand the weighted level of adherence of both strategic and technical guidelines to the off-corridor / feeder lines. The JV also questioned the allocation of stations out of the standard BRT spacing standards and the issues related to the transfer between feeder lines in the off-corridor network.</p> <p>LOGIT explained that the intention was to stimulate transit within the main trunk and not at the feeder lines. They also explained about geometrical constraints for allocation of the stations and that the allocation was defined jointly with the local team. LOGIT will also provide the JV with the requested O/D pairs and some additional information on the queries for assessment.</p>	LOGIT
10.	SMTA asked LOGIT to ensure that all the information requested and agreed during the meeting to be provided in advance of the next scheduled meeting on Tuesday, November 23, 2021.	LOGIT

Prepared by: Mohamed Abd Elaziz

Signature: 

Issue date: November 22, 2021